

## VII. TRANSPORTATION AND ACCESS

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### B. MANAGEMENT STRATEGY (page 153, original plan)

The major intent is to provide a safe and scenic road. To that end, DNR will work cooperatively with DOT/PF on any reconstruction or significant maintenance projects on the Hatcher Pass Road. (DOT/PF is the manager of the road right-of-way which is 200-feet wide in most locations.) The road is central to recreational, tourism, and resource development uses of the area, and thus, agreement between DNR and DOT/PF for management of the road corridor is essential for overall plan implementation.

Based on public desires and the anticipated traffic volumes, the standards identified in the 1984 manual by the American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets [APPLICABLE TO RECREATIONAL ROADS] should be applied to any future reconstruction of The Hatcher Pass Road. [THESE STANDARDS ARE IDENTIFIED IN THE 1984 MANUAL BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*.] Appropriate scenic pulloffs and parking areas should also be included in any reconstruction of this road.

The Hatcher Pass Road serves as the primary access road through the planning area. [THE AASHTO STANDARDS FOR RECREATIONAL ROADS INDICATE THAT PRIMARY ACCESS ROADS SHOULD BE CONSTRUCTED WITH A TRAVELED WAY WIDTH OF 22 TO 24 FEET AND A SHOULDER WIDTH OF 2 TO 4 FEET.] When funding is appropriated to reconstruct the Hatcher Pass Road, a multidisciplinary team will be formed by DOT/PF to provide recommendations for the design of this road. A public participation process should be utilized throughout the design of this road to provide an opportunity for public review and comment on the design. The guidelines listed below provide the framework within which more detailed design decisions will be made.

New construction for access for recreational, mineral, timber development, or management will be carefully planned to serve multiple uses where appropriate and to minimize undesirable impacts on other resources or uses.

The management strategy for off-road vehicle use is to work with users to identify a designated trail system, and repair damaged areas. This will both provide for continued or expanded opportunities for ORV use while protecting sensitive soil, vegetation, and drainage areas.

## C. GUIDELINES

### 2. HATCHER PASS ROAD (page 154, original plan)

a. Degree of Improvement. The Hatcher Pass Road should be upgraded as outlined below according to AASHTO Standards. [FOR RECREATIONAL AND RESOURCE DEVELOPMENT ROADS.] All recommended improvements are dependent on the anticipated type and volume of traffic.

Section of Road	Type of Improvement
(1) MP 7-14 SE Boundary of Management Unit to Mother Lode Lodge (along the Little Susitna River).	[PAVE TO KEEP DUST DOWN] Reconstruct and pave to reduce dust, and [FOR EASIER MAINTENANCE] improve safety, capacity, and maintainability; pullouts as identified on Map 12 in the original plan (if feasible and safe).
(2) MP 14 - 17.5 and Gold Cord Road; Mother Lode Lodge to Independence Mine State Historic Park.	Reconstruct road with [GRAVEL SURFACE AND] pull outs. Pavement may be required depending on traffic volume.
(3) MP 17.5 - 34.5 Independence Mine State Historic Park turn off west to paved road.	Improvement [MAINTENANCE UPGRADE] with scenic pull outs. Road reconstruction and/or pavement may be required depending on traffic volume.

The road [WILL] should not be paved in Section [2 AND] 3 unless [ONLY IF] the traffic volume increases to the point that paving is necessary for dust control or maintenance. [IS SO HIGH THAT THE ONLY FEASIBLE WAY TO MAINTAIN THE ROAD IS BY PAVING IT]. The intent is to keep the road as a low-speed, scenic roadway. DOT/PF will provide the public an opportunity to comment on road reconstruction plans and will provide information on the effect of funding sources on road standards; e.g., if federal funds are used, road construction to the standards of the American Association of State Highway and Transportation Officials (AASHTO) would be required. DOT/PF will consult DNR and ADF&G prior to carrying out any maintenance upgrade projects if they involve additional cut and fill outside the existing roadbed.

#### DNR recommends that:

(1.) The Department of Transportation and Public Facilities give special emphasis in the design of any road improvements to maintaining the scenic and recreational quality of the roadway; reduced design speed should be considered to achieve the objective.

(2.) Consideration will be given to minimizing social, environmental, and economic impacts during the road design process, including displacement of existing structures.

(3.) At the time of design of road reconstruction, demand for a separated bike and pedestrian trail should be evaluated and construction of a separated bike and pedestrian trail should be considered. If a snowmobile trail between the Mother Lode Lodge and Hatcher Pass has not been developed at the time of design of road reconstruction, DOT/PF should evaluate the feasibility of designing the bike and pedestrian trail to be used by snowmobiles in winter. The intent in this case is that the trail be for nonmotorized use in summer and motorized use in winter.

(4.) The impact of the proposed resort development activities on other roads accessing the proposed resort area will also be considered.

## **C. GUIDELINES**

Change to Guideline 2d. Design Considerations, page 155, original plan

(2) **Contour Grading Plan.** The design of the roadway should follow the contour of the topography to the extent that the appropriate standards [FOR RECREATIONAL ROADS] can be met. The intent is that the road should blend with the landscape.

(9) **Coordination With Resort Project.** Road design and construction should be coordinated with ski area/four-season resort master development planning.

## **11. AIRCRAFT**

See Recreation Guideline 14 regarding landing of aircraft used for commercial recreation in Archangel and Government Peak Subunits and flight corridors.